



Transportation Commission

September 9, 2013



Legislative Proposals for 2014 General Assembly

Agenda Item #2

Legislative Proposals

- 2014 General Assembly begins January 8 and ends March 8, 2014
- Legislative Director requesting input from Transportation Commission for Legislative Package
- Legislative Package proposals presented to Council on October 22 for their consideration
- Council Hearing on Legislative Package on November 16



Funding Update

Agenda Item #3

Funding Update

- City Council (No meeting in August)
- DRPT:
 - General Assembly passed legislation requiring new transit funding to be allocated based on performance
 - Committee (TSDAC) formed to develop methodology and indicators
 - Met throughout July / August – Have developed a 3 phased approach to reward performance improvement over baseline performance in different phases in transition periods in FY2104, FY2015, and FY2016 and beyond.
- Commonwealth Transportation Board:
 - No items affecting Alexandria discussed
- TPB:
 - Approved the Constrained Long Range Transportation Plan, and projects to be funded under the FY2014 Transportation Alternatives and Transportation / Land Use Connections Program

Funding Update

- **WMATA:**
 - Approved modifications to the WMATA Joint Development Policies Guidelines on July 25
 - Authorized staff to issue RFP for sale of Royal Street Bus Garage
 - Approved public hearings to be held in September for bus service changes
- **NVTC:**
 - Received briefing on SuperNOVA implementation Plan on July 11 from DRPT
 - Board approved letter to Congress endorsing Commuter Parity Act
- **NVTA:**
 - Held public hearing (July 24) and endorsed recommendations of project implementation work group for FY2014 regional funding

Thank You

QUESTIONS?



CMAQ-RSTP Funding PUBLIC HEARING

Agenda Item #4



Transportation Funding Sources

Source	Agent	Anticipated Annual Funding
CMAQ	Federal	\$2.1M - \$2.8M
RSTP	Federal	\$1.0M - \$1.45M
FTA New Freedom	Federal	Discretionary
Transportation Alternatives	Federal	Discretionary
Section 5309/Small Starts	Federal	Discretionary
NVTA 30%	State	\$6.8M - \$7.5M
NVTA 70%	State	\$15.9M - \$17.4M
DRPT Capital	State	Discretionary
Urban Funds	State	Discretionary
TIP 2.2¢*	Local	\$7.5M
City Cash & GO Bonds	Local	\$14.9M - \$17.5M

*Capital, operating, & debt service

CMAQ

- Annual revenue: \$2.1 – 2.8M
- Eligibility:
 - New/expansion projects that reduce emissions
 - Operating costs for first 3 years of new/expanded service
 - Project development (e.g., AA/EAs), preliminary engineering
 - Emphasis on hybrid replacements/retrofits
- Recommended uses:
 - Non-motorized capital improvements
 - DASH bus replacements
 - TDM

RSTP

- Annual revenue: \$1.0 – 1.45M
- Eligibility:
 - Very flexible; funds projects that improve or preserve transportation infrastructure
 - Includes ITS, TDM, ADA, trails, transportation management, research, studies, transit capital, non-motorized, etc
- Recommended uses:
 - Non-motorized capital improvements
 - DASH bus replacements
 - TDM
 - ITS

NVTA 30%

- Annual revenue: \$6.8 - \$7.5M
- Eligibility:
 - Very flexible, use determined by locality, includes:
 - Public transportation (expansion or replacement; operations or capital)
 - Urban/secondary road construction
 - Capital improvements that reduce congestion
 - Transportation capital improvements in NVTA long range plan
- Recommended uses:
 - Transit/non-motorized O&M expenses
 - Non-motorized capital improvements
 - DASH bus replacements
 - TDM
 - ITS

NVTA 70%

- Annual revenue: \$15.9 - \$17.4M
- Eligibility:
 - Projects must address regional need
 - Road projects must be included in regional plan
 - Mass transit projects must increase capacity
 - Funds distributed by NVTA; jurisdiction to recoup anticipated revenues over 6 year period
- Recommended uses:
 - PYMetro
 - Metrorail station improvements
 - Dedicated transitways
 - DASH Expansion

TIP Cash Capital

- Annual revenue: varies
- Eligibility:
 - Expanded transportation capacity
 - Can be used for capital, operating, and debt service
- Recommended uses:
 - New/Expanded transit/non-motorized O&M expenses
 - New/Expanded non-motorized capital improvements
 - Capital Bikeshare
 - TDM

Funding Strategies

- Reserve NVT A 70% for major capital investments with regional impacts
- Rely on CMAQ, RSTP, and NVT A 30% funds for non-motorized, project development, ADA improvements, and transit capital maintenance
 - As capital projects get built, operating needs will increase
 - Focus NVT A 30% funds and TIP funds on operating expenses in out years
- Continue to pursue discretionary grant funding for non-motorized and dedicated transitways

FY2015-2020 CMAQ/RSTP Proposal



	FY15	FY16	FY17	FY18	FY19	FY20
DASH Bus Replacement/Rehab	\$3,250,000	\$2,100,000	\$2,870,000	\$2,160,000	\$1,950,000	\$1,400,000
Transit Store	\$0	\$600,000	\$0	\$600,000	\$0	\$0
Transit Analysis Study	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Transportation Demand Management	\$500,000	\$500,000	\$550,000	\$560,000	\$600,000	\$600,000
Bike Sharing	\$484,000	\$500,000	\$500,000	\$270,000	\$300,000	\$320,000
Bike Parking	\$0	\$50,000	\$500,000	\$0	\$100,000	\$100,000
Transitway Enhancements	\$100,000	\$0	\$0	\$0	\$500,000	
Van Dorn-Beauregard Bicycle Facility	\$0	0	\$0	\$0	\$250,000	\$1,250,000
Parking Ratio Study	\$200,000	0	\$0	\$0	\$0	\$0
Braddock Road	\$0	\$0	\$0	\$500,000	\$0	\$0
Parking Technologies	\$0	\$0	\$0	\$110,000	\$200,000	\$500,000
Pedestrian and Bicycle Improvements	\$0	\$0	\$0	\$0	\$340,000	\$0
Total	\$4,534,000	\$4,250,000	\$4,420,000	\$4,200,000	\$4,240,000	\$4,670,000

Thank You

QUESTIONS?



DASH Comprehensive Operational Analysis (COA)

Agenda Item #5

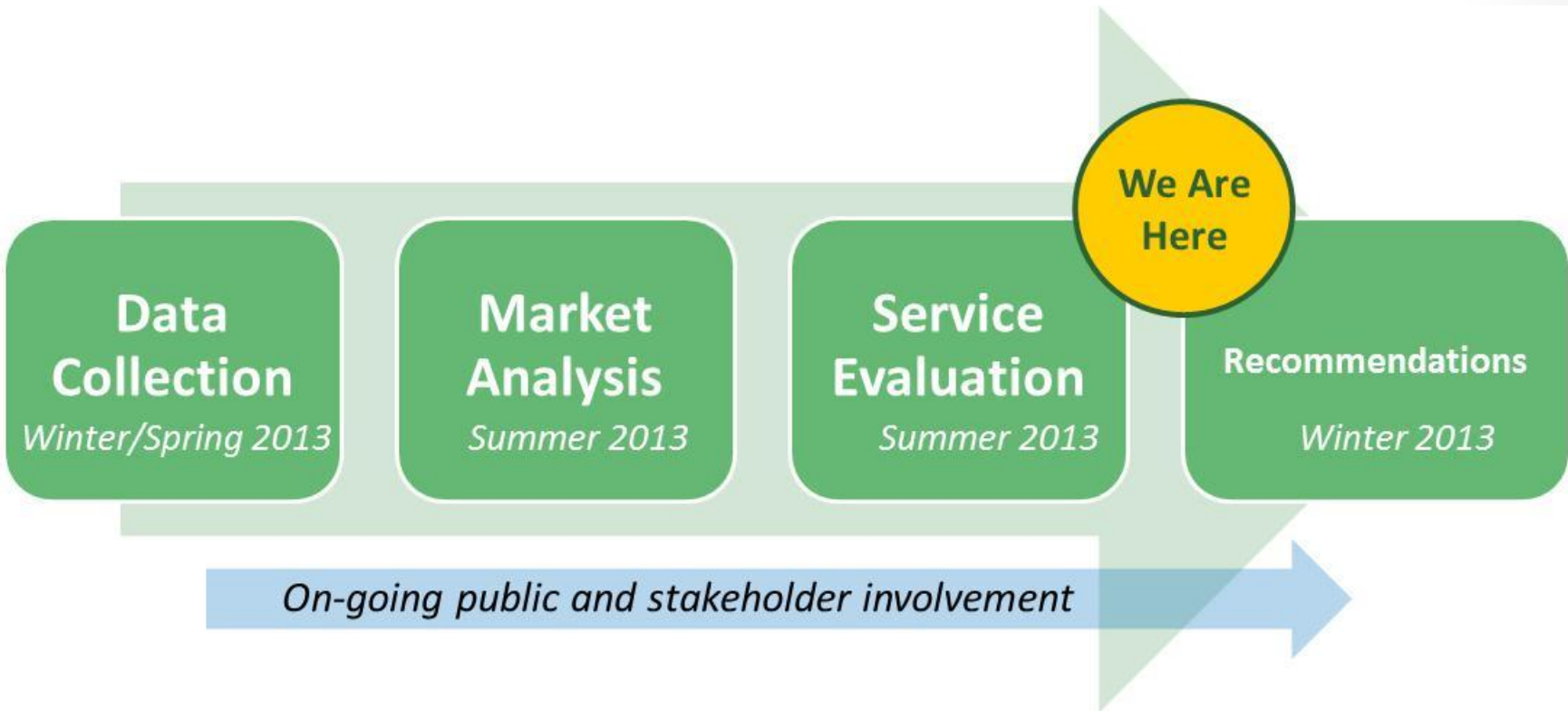
DASH COA - Purpose

- Evaluate existing data and previous studies
- Collect new data based on current service
- Develop short (0-4 years) and long range (Beyond 5 years) recommendations to improve quality, efficiency and effectiveness
- Study to Address:
 - Service Frequency
 - Travel Times
 - On-time performance
 - Connectivity
 - Productivity
 - Underserved areas
 - Underutilized service
 - Planned High Capacity Transit

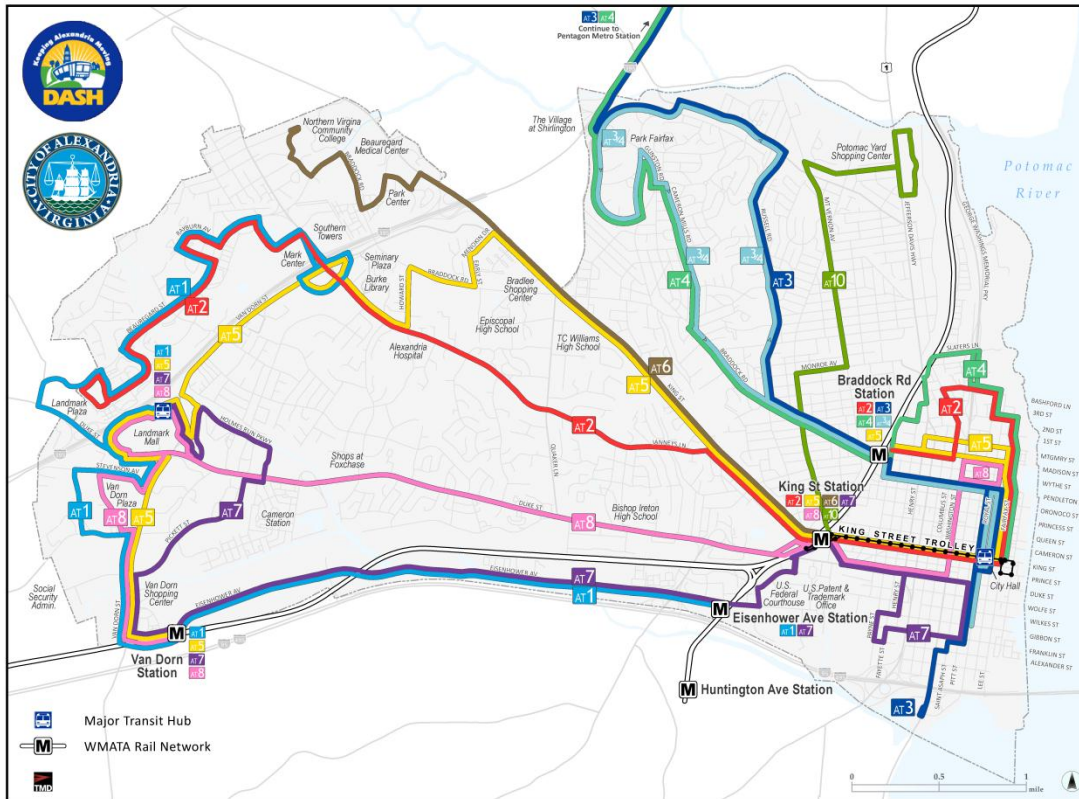
DASH COA - Background

- Last COA was completed 5 years ago
- Need to respond to new development, travel patterns, and travel demands
- Support new transportation initiatives (such as high capacity transit)

DASH COA – Study Elements

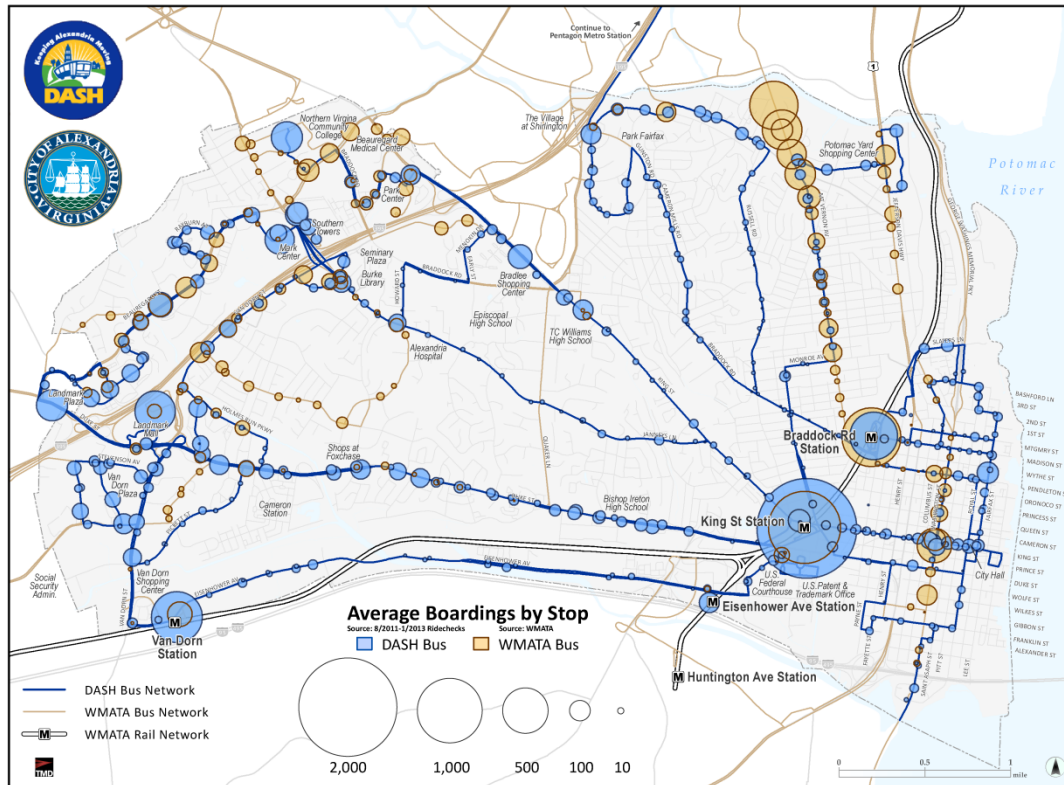


DASH COA – Service



- 10 routes
- King Street Trolley
- 3.8 million annual passengers (2012)
- 74 buses, 5 trolleys

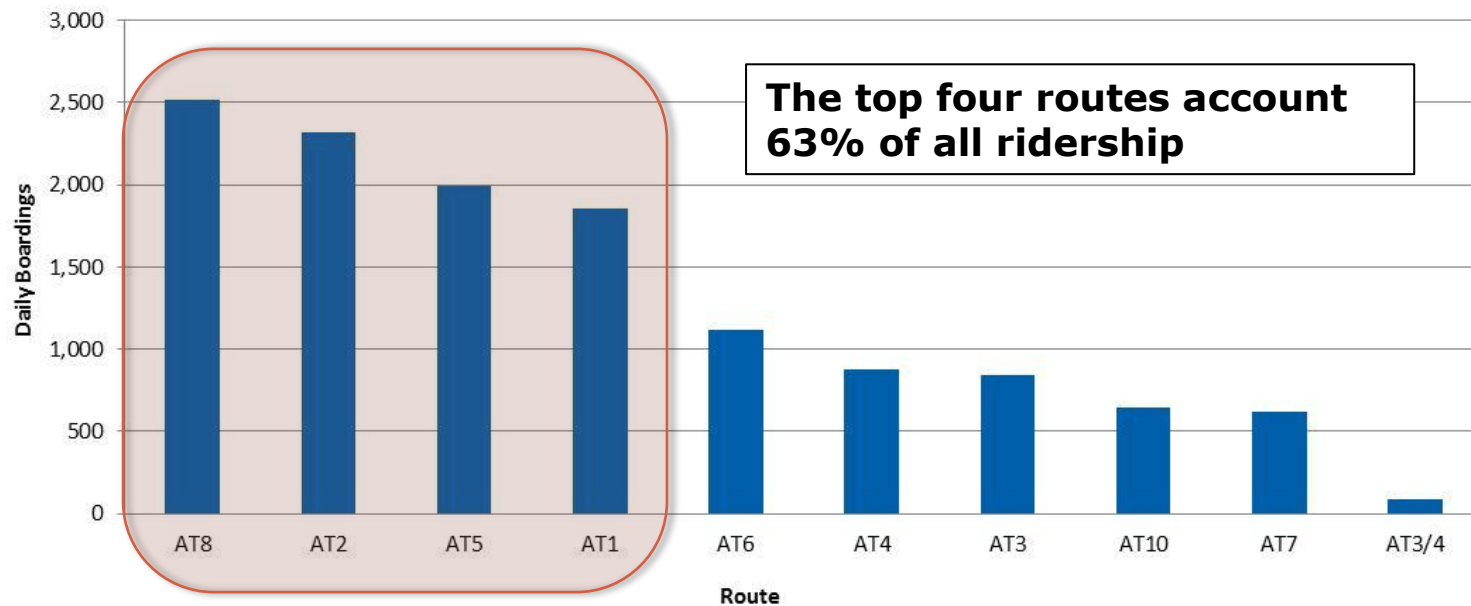
DASH COA – Ridership



- DASH ridership is the strongest on Duke Street and Beauregard Street
- Metrorail stations generate high boardings and are key transfer points for DASH users
- Ridership is low where population and employment densities are low
- Metrobus ridership lines up with regional mobility needs

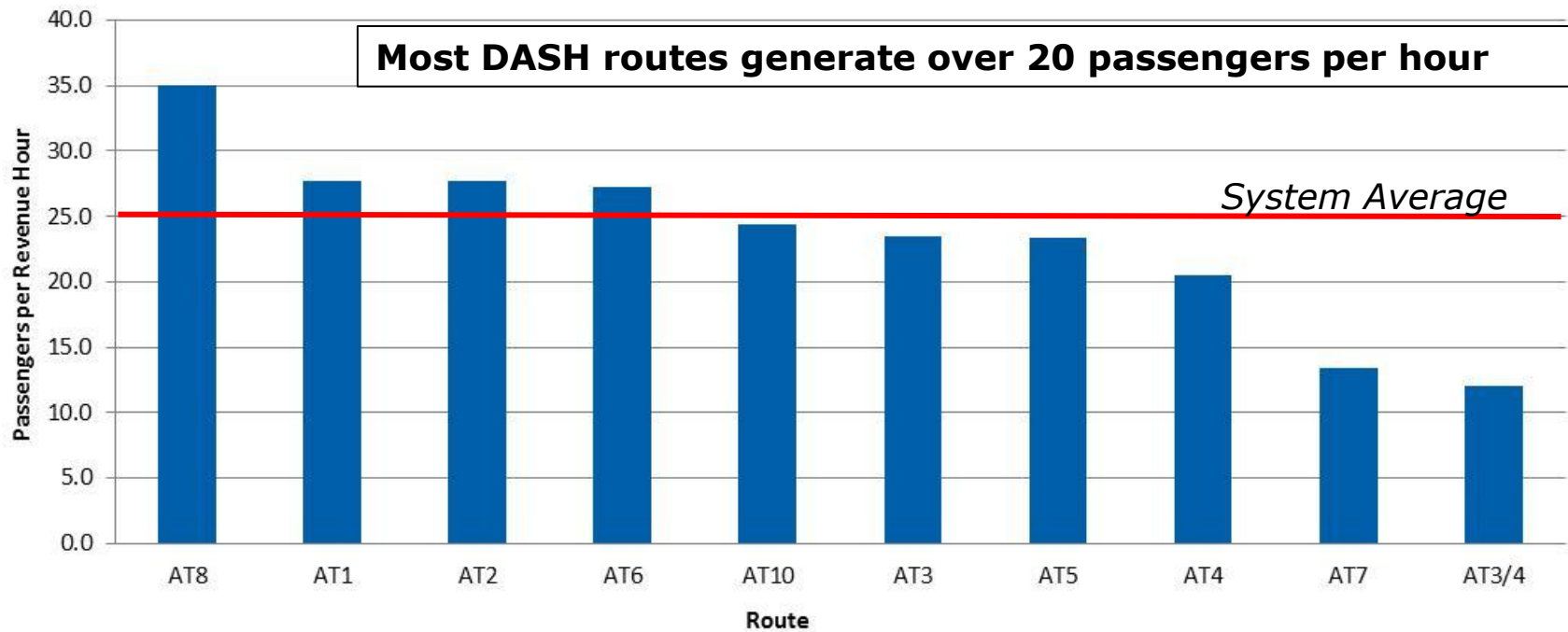
Source: 2013 On-board Ridecheck

DASH COA – Ridership



Source: 2013 On-board Ridecheck

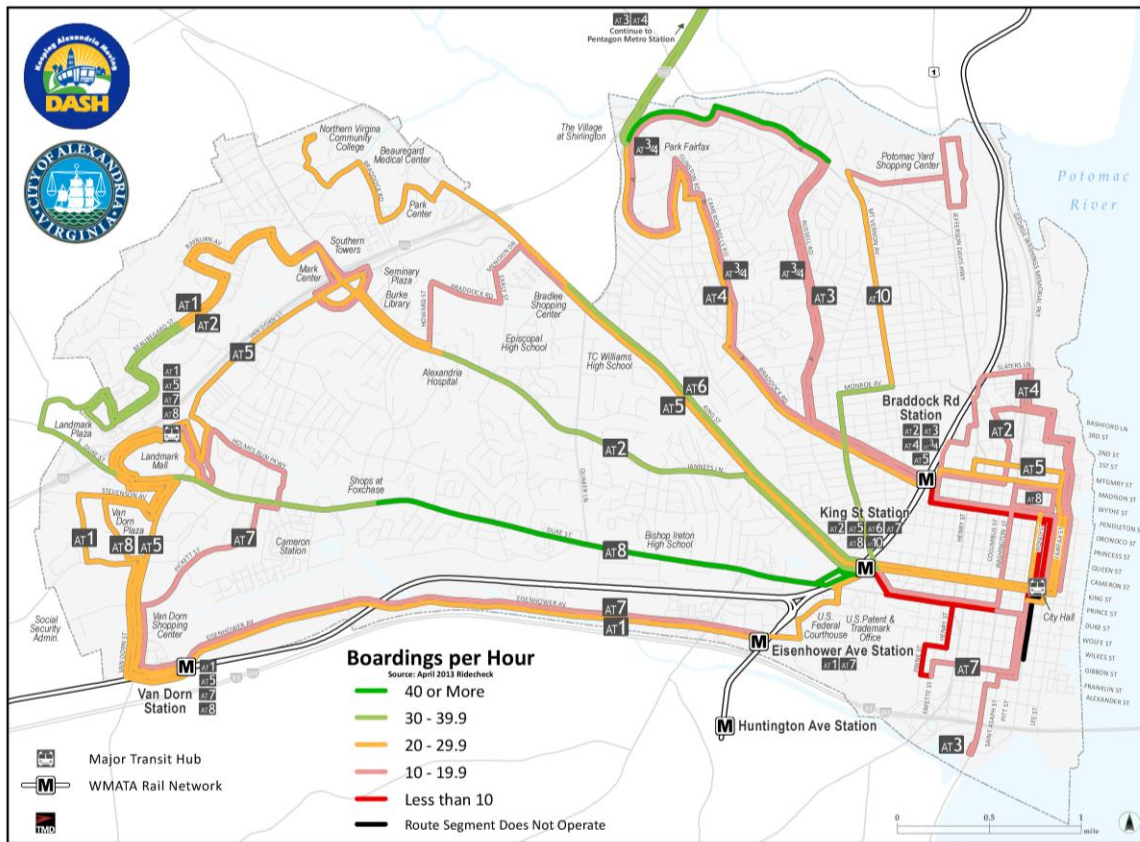
DASH COA – Productivity



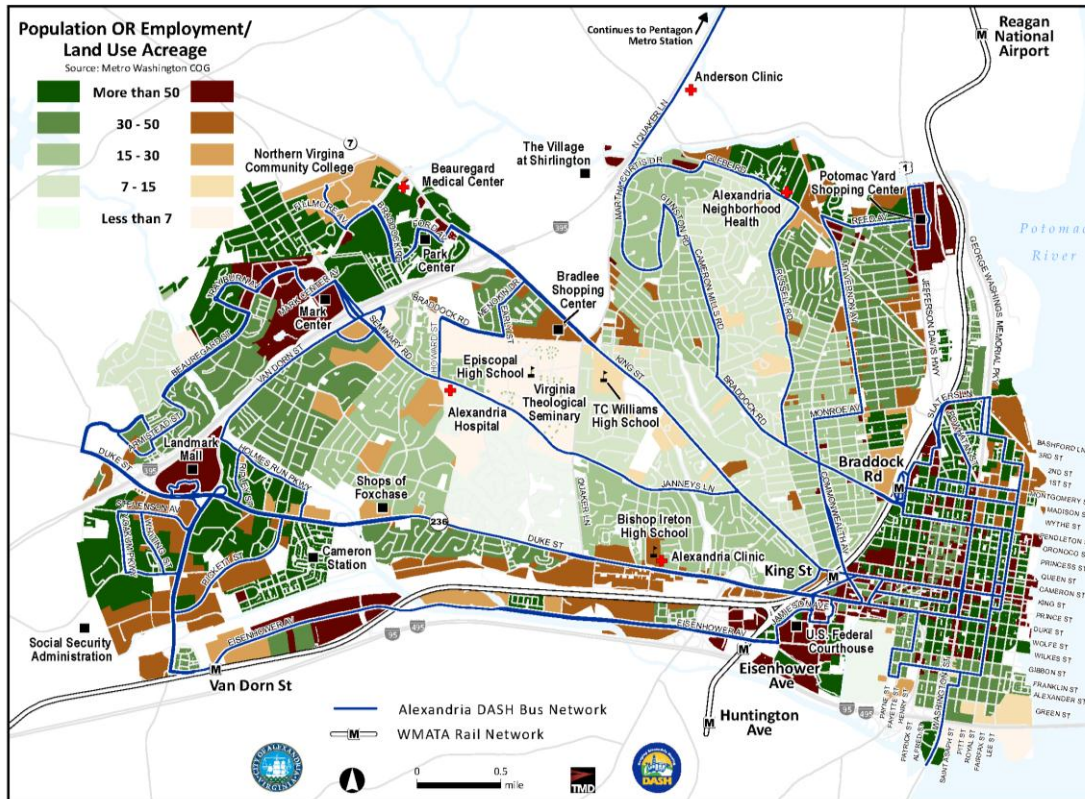
Source: 2013 On-board Ridecheck

DASH COA – Productivity

- Strongest route segments:
 - Duke Street (61 pph)
 - Glebe Road (44 pph)
 - Beauregard Street (34 pph)
 - King Street (31 pph)



DASH COA – Population & Employment



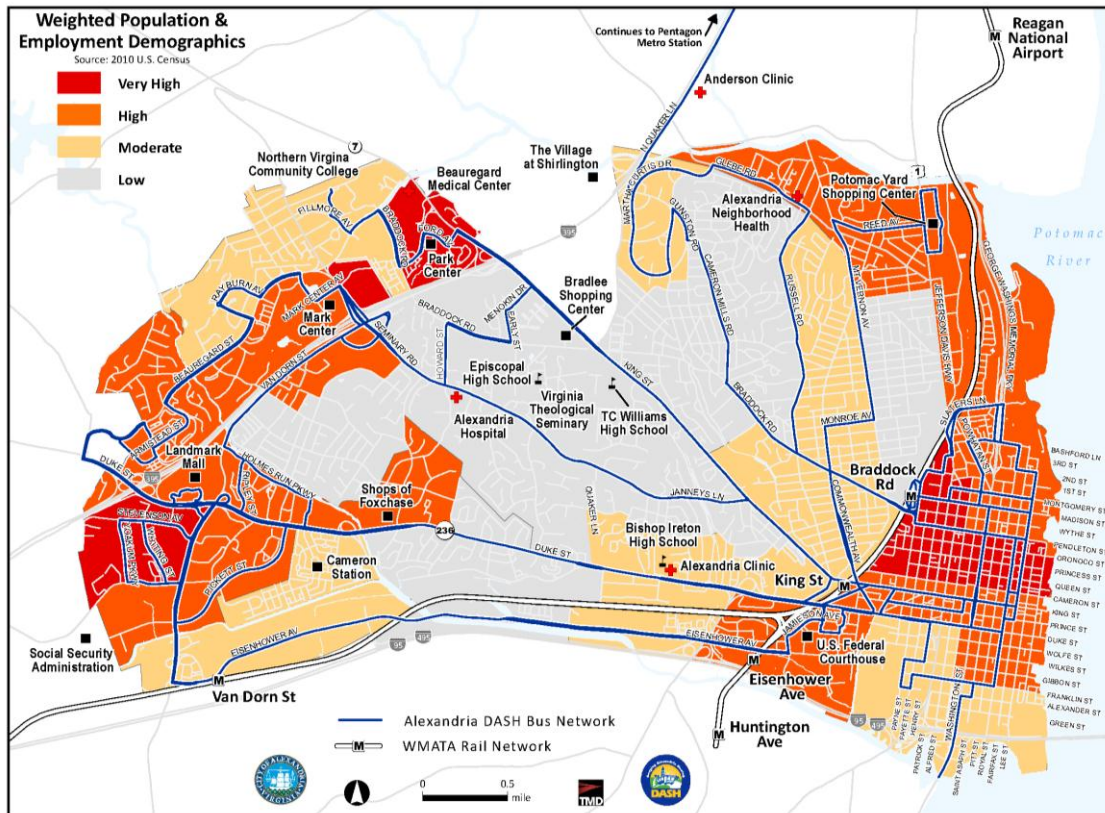
Existing (2013)

- High population and employment densities are located in Old Town, West Alexandria/Beauregard, and in Landmark/Van Dorn neighborhood

Future (2035)

- Population is expected to grow by 30%.
- Employment is expected to grow by 41%

DASH COA – Transit Demand Potential



- Transit demand potential is predominantly located on the west and east sides of the city
- These densities are locally based, rather than corridor based
- Future development and transit need to be coordinated

DASH COA – Market Analysis

- Stakeholder Interviews (Spring 2013)
 - Community Organizations
 - Business Organizations
 - ATC Board & Staff
 - City Officials & Staff
- Telephone Survey (Spring 2013)
 - Random sample of Alexandria residents
 - 700 completed surveys (43% completion rate)
 - 95% level of confidence
- On-Board Survey (Spring 2013)
 - Trip purpose, origin/destination, demographics, customer opinion
 - 3,436 returned surveys (2,750 considered complete)
 - Offered in English, Amharic, Spanish

Stakeholder Interviews

- **Well regarded:** DASH has a positive image across stakeholder groups
- **Connectivity:** Interface with Metrorail and circulator service important
- **Development potential:** DASH plays a role in supporting economic development, especially near Metrorail stations
- **Transit dependency:** Helps maintain people's independence, especially for persons with disabilities and seniors.
- **Frequency:** Need for higher frequency service on productive routes
- **Regional network:** Opportunities to connect to major activity centers outside the City
- **Filling the gaps:** Route network would benefit from additional connections between major corridors
- **Infrastructure:** New/enhanced shelters needed throughout the City
- **Stop spacing:** Stops too closely spaced in some locations (e.g., King St)
- **Technology:** Need for technological advances (e.g., real-time information and mobile apps)
- **Fare policy:** Fares should be established based on a farebox recovery ratio target

Telephone Survey

- Majority of respondents indicated that public transit is important to get people to **work**; to reduce **congestion**; and to improve **mobility** for low income persons and seniors
- 80% of users rated the **route network** good or excellent
- 69% rated the **schedule** good or excellent
- Primary reason keeping people from using DASH is a **preference to drive**
 - Service not offered to places they need to go and service frequency also popular answers
- A transit stop **closer to work** would encourage more people to use DASH at least once a week
 - More frequent service and employer incentives also offered as answers
- Majority agreed that it is very important for the City to support and fund DASH bus service
- About half were very or somewhat supportive of an increase in taxes to expand DASH service

On-Board Survey

- Over 50% of riders use DASH service 5 or more days a week
- More than 50% of surveyed transit riders have been using DASH for 2 or more years, with 33% using DASH more than 5 years
- Over 50% use DASH to get to/from work
- The top 3 service improvement needs are:
 - More frequent service on existing routes
 - Real time bus arrival information
 - Better timed transfers between services

Summary

- DASH is highly esteemed by its riders and the community
- System has grown substantially while staying efficient and productive
- DASH is a key component in Alexandria's successful network of bus and rail transit
- Opportunities for:
 - Better frequencies
 - Improved network connectivity
 - Improved technology
 - Potential connections outside City
 - Improved stop amenities

Next Steps

- Public Workshops
 - September 11 – Durant Center
 - September 12 – Landmark Mall
- Develop service alternatives
 - Short Term (0-4 years)
 - Long Term (Beyond 5 years)
- Will share recommendations with Community (Winter)

Thank You

QUESTIONS?



Staff Updates

Agenda Item #6